

AMENDMENTS TO THE CLAIMS:

This listing of claims will replace all prior version, and listings, of claims in the application:

Listing of Claims:

Claims 1-16 (canceled).

17. (New) A system for generating a triggering signal for a restraining unit in a vehicle, the restraining unit provided for the event of a collision of the vehicle, comprising:

an impact detection unit for detecting an impact of the vehicle, wherein, in the event of an impact, the impact detection unit generates a request signal for the restraining unit, the request signal corresponding to a type of impact that has been detected;

a rotation detection unit for detecting a rotational motion of the vehicle about at least one of the longitudinal axis and the transverse axis of the vehicle, wherein the rotation detection unit generates a status signal corresponding to a rotational motion status; and

a circuit for generating the triggering signal for the restraining unit, wherein the circuit combines the request signal and the status signal in generating the triggering signal, whereby information regarding one of a possible occurrence and the existence of a rotational motion is considered in triggering the restraining unit.

18. (New) The system as recited in Claim 17, wherein the circuit includes at least one hold element for determining a period of time during which no triggering signal may be generated when a critical rotational motion of the vehicle has been detected.

19. (New) The system as recited in Claim 18, wherein the rotation detection unit includes an arrangement for detecting an instantaneous angular position, and wherein a critical rotational motion of the vehicle is deemed to exist when the instantaneous angular position exceeds a first defined threshold value.

20. (New) The system as recited in 19, wherein the rotation detection unit further includes an arrangement for predicting a rollover, and wherein a critical rotational motion of the vehicle is deemed to exist when a rollover is predicted.

21. (New) The system as recited in Claim 20, wherein the arrangement for predicting a rollover is configured to detect and analyze an instantaneous angular velocity of the vehicle, and wherein a rollover is predicted when the instantaneous angular velocity exceeds a second threshold value.

22. (New) The system as recited in Claim 21, wherein the hold element determines the period of time t_{stop} as infinite, whereby the restraining unit is permanently blocked from being triggered.

23. (New) The system as recited in Claim 21, wherein the hold element determines the period of time t_{stop} in such a way that the restraining unit is blocked from being triggered at least until the vehicle has come to rest.

24. (New) The system as recited in Claim 23, further comprising:

an arrangement for detecting and analyzing the linear acceleration of the vehicle, in order to determine whether the vehicle has come to rest.

25. (New) A method for triggering a restraining unit in a vehicle, the restraining unit being provided for the event of a collision of the vehicle, comprising:

detecting an impact of the vehicle, wherein, in the event of an impact, a request signal for the restraining unit is generated, the request signal corresponding to a type of impact that has been detected;

detecting one of a possible occurrence of a rotational motion and an existence of a rotational motion of the vehicle; and

generating the triggering signal for the restraining unit, wherein the request signal and information regarding one of the possible occurrence of a rotational motion and the existence of a rotational motion are considered in generating the triggering signal.

26. (New) The method as recited in Claim 25, wherein the information regarding one of the possible occurrence of a rotational motion and the existence of a rotational motion of the vehicle is analyzed to determine whether a critical rotational motion exists, and wherein, in

the event of an impact, the restraining unit is blocked from being triggered for a selected period of time t_{stop} when a critical rotational motion exists.

27. (New) The method as recited in Claim 26, wherein an instantaneous angular position of the vehicle is detected and analyzed, and wherein a vehicle motion is deemed to be a critical rotational motion when the instantaneous angular position exceeds a first threshold value.

28. (New) The method as recited in Claim 27, wherein an instantaneous angular velocity of the vehicle is detected and analyzed, and wherein a vehicle motion is deemed to be a critical rotational motion when the instantaneous angular velocity exceeds a second threshold value.

29. (New) The method as recited in Claim 26, wherein, in the event of an impact, the restraining unit is permanently blocked from being triggered when a critical rotational motion has been detected.

30. (New) The method as recited in Claim 27, wherein, in the event of an impact, the restraining unit is permanently blocked from being triggered when a critical rotational motion has been detected.

31. (New) The method as recited in Claim 28, wherein, in the event of an impact, the restraining unit is permanently blocked from being triggered when a critical rotational motion has been detected.

32. (New) The method as recited in Claim 26, wherein, in the event of an impact, the restraining unit is blocked from being triggered at least until the vehicle has come to rest when a critical rotational motion has been detected.

33. (New) The method as recited in Claim 27, wherein, in the event of an impact, the restraining unit is blocked from being triggered at least until the vehicle has come to rest when a critical rotational motion has been detected.

34. (New) The method as recited in Claim 28, wherein, in the event of an impact, the restraining unit is blocked from being triggered at least until the vehicle has come to rest when a critical rotational motion has been detected.

35. (New) The method as recited in Claim 33, wherein the vehicle is deemed to have come to rest when the instantaneous angular position falls below a third defined threshold value.

36. (New) The method as recited in Claim 32, wherein an instantaneous linear acceleration of the vehicle is detected, and wherein the vehicle is deemed to have come to rest when a value derived from the instantaneous linear acceleration falls below a defined threshold value for the linear acceleration.